

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

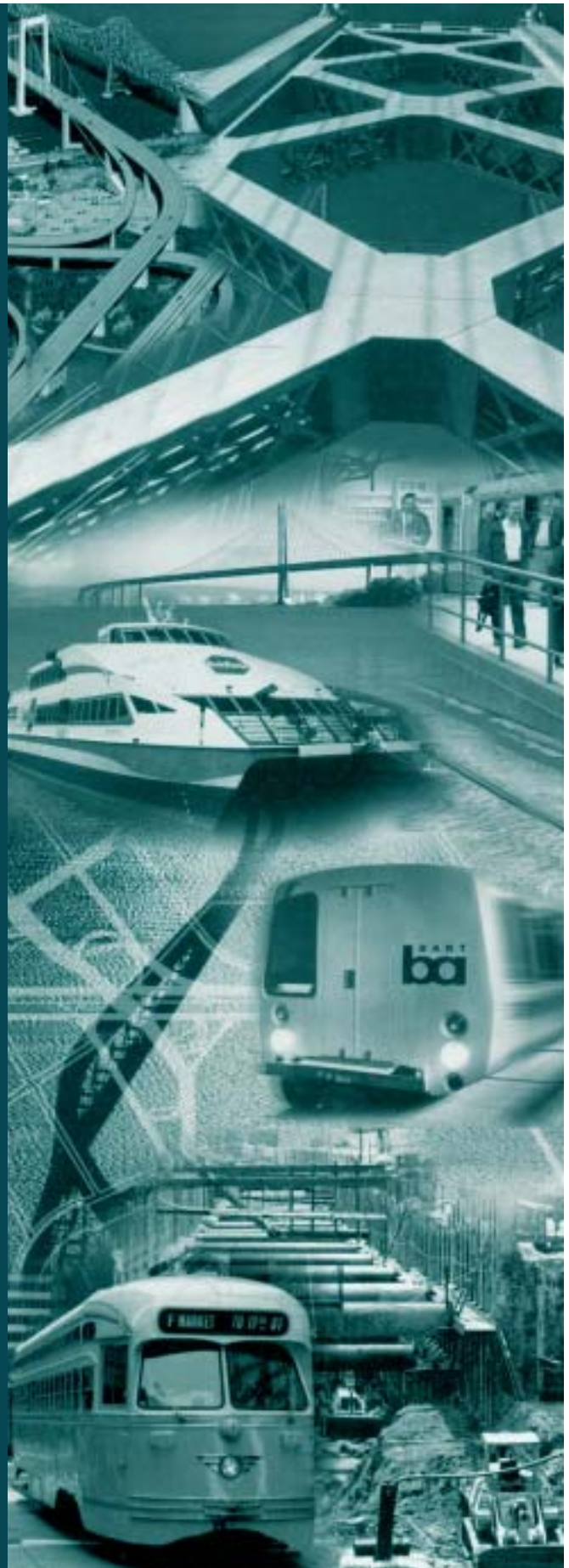
AUGUST 2002 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released September 2002



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Bay Area Toll Authority

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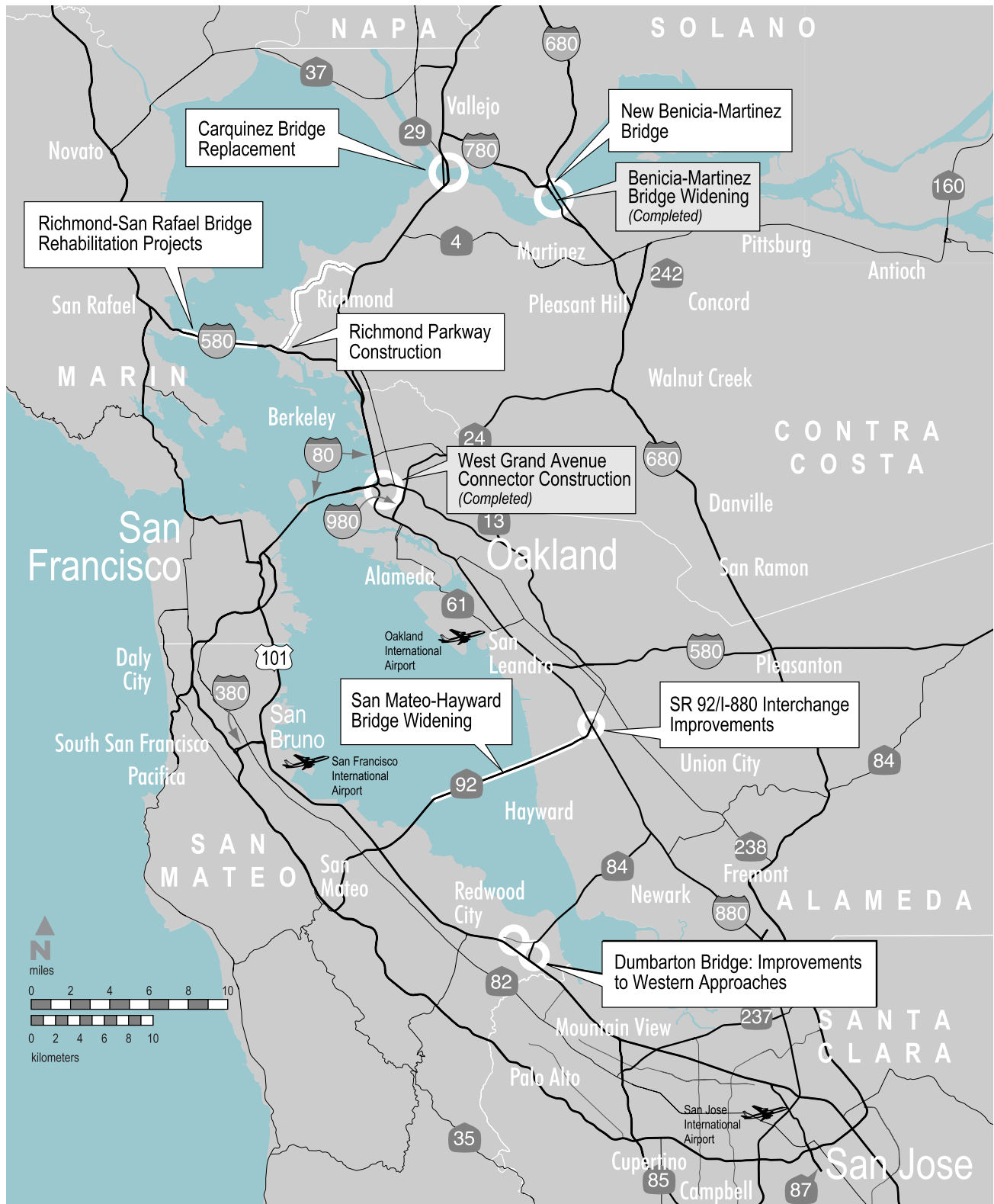
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, multiple construction activities are underway along the entire alignment of the new bridge. Concrete operations are in progress on the south abutment wall and four south on-land piers. Shallow water pile driving is complete at Pier 6. Deep-water pile driving is complete at Piers 8 and 9; pile cleanout is in progress. Remaining deep water pile driving is suspended pending resolution of the fish issue (as noted below). Sheet piles are installed at pier 16 to excavate for the pile cap. Precast footing construction continues on Mare Island.
 - Deep-water pile driving for the new bridge is suspended while Caltrans continues consultation with marine regulatory agencies concerning the inadvertent fish take during earlier pile driving operations when apparent high sound pressure waves generated by the pile driving killed a number of fish. Caltrans and the contractor have performed several pile driving demonstrations to test various mitigation strategies. Significant delay to construction of the bridge will likely result from mitigation measures that will likely be imposed on the project for the pile driving operations.
 - On the I-680/I-780 interchange contract, major earthmoving operations are in progress along both I-680 and I-780. Abutment and pier foundation work continue for the interchange structures. Due to an earth slide next to the eastbound lanes of I-680 between the toll plaza and the Bayshore Road offramp during retaining wall construction, Caltrans is revisiting the design of this section of roadway.
 - On the toll plaza contract, concrete operations continue on foundation, wall, and stairs for the operations building. For the toll plaza, concrete operations are underway for the canopy columns. Tunnel excavation is complete and forming of the tunnel slab is underway.
 - The I-680/Marina Vista interchange contract was awarded on August 13, 2002, and is awaiting approval from headquarters. Construction will start in early September.
-
- On the replacement bridge contract, installation of the cable saddles and spinning equipment atop the towers has been completed. Spinning of the main cables began on August 26, 2002.
 - On the south approach and interchange contract, falsework erection and concrete placement continue for the Crockett viaduct and the interchange structures. Excavation, pile driving and concrete operations continue at several bents for the new structures. Excavation and tiebacks installation continue at two retaining walls.
 - On the maintenance facility contract, maintenance personnel occupy the new buildings. Demolition of the old buildings, paving of the yard and punchlist items in the new building continue.
-
- On the west trestle replacement, demolition along the interior of the existing trestles, installation of a temporary work trestle, and pile installation continue to progress. Interior trestle demolition is at Bent 11 and pile installation is at Bent 8.
 - The schedule status code for the project is "yellow" while Caltrans reevaluates the scope and schedule of the deck rehabilitation project.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge widening contract, concurrent pile driving, bent cap construction, concrete bridge decking, and cast in-place concrete barrier rail installation are continuing. 23,756 feet of paved bridge deck (of 24,837 feet total) is in place. The temporary trestle has reached the high-rise portion of the bridge. The final concrete closure pour will take place in early September. The open to traffic date of the new trestle is forecast for the end of October 2002.
 - On the mini-toll plaza contract, electrical installation and interior finish continue. The precast walkway modules have been joined and the walkway canopy frame has been installed. Walkway glass installation will continue into early September. Construction is expected to be complete by mid October 2002.
 - To facilitate construction of the new mini-toll plaza, tollbooth #8 remains closed.
 - On the pedestrian overcrossing contract, concrete placement for the abutment and north and south approach ramps is complete. Concrete placement, falsework removal, and architectural wall installation continue. Construction is expected to complete by the end of September 2002.
-
- Caltrans held a public hearing for the project on July 24, 2002 in Hayward and held an interagency meeting on August 7, 2002 to address questions on the project from the Environmental Protection Agency. The public comment period ended on August 27, 2002. Caltrans is currently responding to the comments.
 - Caltrans continues to perform preliminary engineering in an effort to minimize delays to the project schedule and is approximately 45% complete with plans. However, Caltrans is forecasting a delay of 30 months to the completion date of the project due to the delayed environmental review and anticipated lengthy right-of-way acquisition process. As a result, a "red" schedule status code is indicated in the PMP report.
 - Based on a preliminary revised cost estimate for the project and the forecasted project delay, Caltrans is reporting that the project cost will exceed the current contract budget and will require the use of project contingency. As a result, a "yellow" cost status code is indicated in the PMP report.
 - Caltrans has procured consultant services to review the current project plans, schedule and estimates for constructibility and reasonableness. Based on the review, only minor project changes appear to be feasible without significant modifications to the scope and design of the proposed project.
-
- On the Bayfront Expressway widening contract, shoulder and median widening is complete on the westbound lanes between University Avenue and the bridge. Excavation, soil stabilization and drainage installation continue along the east and west side of the expressway between Willow and Marsh Roads. Removal of rubble in the Ravenswood Triangle (between Willow and University) is complete.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Expended To Date (7/98 - 07/02)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	652.8	652.8	140.0
Carquinez Bridge Replacement	433.2	479.8	479.8	285.4
Richmond-San Rafael Bridge Rehabilitation				
► West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
► Deck Rehabilitation	53.4	53.4	53.4	0.1
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	2.4
SUBTOTAL – NBG	1,123.9	1,227.2	1,227.2	428.7
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
► Widening	203.6	217.5	217.5	173.6
► West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	9.3
Dumbarton Bridge West Approach Projects				
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
► Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	9.8
SUBTOTAL – SBG	365.6	389.5	389.5	196.3
GRAND TOTAL	1,489.5	1,616.8	1,616.8	625.0

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Apr 2002)	New Facility Open to Traffic Forecast (Aug 2002)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	Dec 04
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Rehabilitation ¹	Sep 06	Sep 06	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>) ²	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Oct 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Jun 09
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Apr 04	Oct 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



I-680 foundation structures



Pier 6 foundation piles



South Abutment and Piers 2 and 3

Current Activities:

- On the main span contract, multiple foundation pile and concrete operations continue. Concrete operations are in progress at the south abutment wall, for the columns at Piers 2, 3, and 4 and for the footing at Pier 5. In the shallow water along the south side of the straits, piles have been driven at Pier 6. Deepwater piles at Piers 8 and 9 are being excavated; pile driving operations at Pier 13 are suspended. On the north temporary trestle, sheet piles are installed for pile cap excavation at Piers 16 and 17.
- Deep-water pile installation for the new bridge is suspended while Caltrans continues consultation with marine regulatory agencies concerning the inadvertent fish take during earlier pile driving operations when apparent high sound pressure waves generated by the pile driving killed a number of fish. Caltrans and the contractor have performed several pile driving demonstrations to test mitigation strategies. Significant delay to construction of the bridge will likely result from mitigation measures that will likely be imposed on the project for the pile driving operations.
- On the I-680/I-780 interchange contract, multiple operations are underway along both roadways. On I-780, cast-in-drilled-hole piles have been installed at Abutment 1 and concrete operations are underway. Excavation and concrete placement is in progress for the footing of retaining wall #3 between Park and Hospital Road. Along northbound I-680, major earthmoving operations are underway for installation of drainage systems and retaining walls. Abutment and pier foundation work continue for the new interchange structures.
- Due to an earth slide along eastbound I-680 between the toll plaza and the Bayshore Road offramp during construction of a retaining wall, Caltrans is revisiting the design on this section of roadway.
- On the toll plaza contract, the contractor is preparing required submittals. The baseline schedule was accepted. At the toll plaza, reinforcing steel has been erected and concrete operations continue for columns at Bents 1 through 5. Excavation of the tunnel is complete and forming for the slab is in progress. At the operations building, concrete operations are in progress for the footings, walls and stairs.
- The I-680/Marina Vista interchange contract award occurred on August 13, 2002. Construction is expected to start in early September.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.3	
New Bridge	247.3	307.5	307.5	0.0	55.4	
Toll Plaza and Administration Building	22.8	21.4	21.4	0.0	0.8	
I-680/Marina Vista Interchange	43.2	51.3	45.4	-5.9	0.0	A
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	11.2	
Other Budgeted Capital	28.1	30.0	30.0	0.0	1.7	
Capital Outlay Support	78.2	99.1	99.1	0.0	52.0	
Capital ROW	21.1	14.4	14.4	0.0	11.6	
Non-BATA Funding	0.0	31.0	31.0	0.0	1.1	
Project (BATA) Contingency	58.4	36.3	42.2	+5.9		
Project Total (a)	586.0	652.8	652.8	0.0	140.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Sep 04	Sep 04	0	
Toll Plaza and Administration Building	Feb 03	Sep 04	Sep 04	0	
I-680/Marina Vista Interchange	Dec 03	Nov 04	Dec 04	+1	A
I-680/I-780 Interchange	Dec 03	Dec 04	Dec 04	0	
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Dec 06	Dec 06	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 04	Dec 04	0	

NOTES

ACTION

A The Current Forecast reflects the low bid and the contract schedule.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge

Project Photos



Maintenance Facility



South Tower, Bent 7, and interchange supports



South viaduct formwork

Current Activities:

- On the replacement bridge and north approach contract, the footbridge, cable saddles, and cable spinning equipment have been installed. Cable spinning operations commenced on August 26, 2002 and will continue through late October. Stairs installation continues in the interior of both towers. Concrete operations continue for the architectural wall on the north approach.
- On the south approach and interchange contract, falsework erection continues for the Crockett viaduct and the interchange structures. Three stem wall and soffit concrete pours are completed on the first frame of the viaduct. Column concrete operations are complete at Bent 6. Excavation and soil nailing continue on Retaining Wall 1 (below Wanda Street) and installation of tiebacks continues along Retaining Wall 3 (westbound I-80). Engineered fill is being placed in the southwest front of Retaining Wall 1 (on Pomona). Excavation of Abutment 12 is in progress - this will allow work to start on the westbound on-ramp bents.
- Caltrans is considering revising the completion date for Phase 1 of the south approach and interchange contract to better align with the opening of the replacement bridge.
- On the maintenance facility contract, maintenance personnel have moved into the new buildings. Demolition of the old buildings and moving of existing portable buildings are complete. Roadway work on Industrial Way continues. Paving of the yard started on August 20, 2002 and punch listing of the buildings continue.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	239.2	239.2	0.0	164.2	
South Approach and Interchange	116.0	73.9	73.9	0.0	30.9	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.1	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	11.5	0.0	6.1	
Capital Outlay Support	43.7	102.9	102.9	0.0	67.5	
Capital ROW	9.6	11.1	11.1	0.0	9.5	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8	0.0	285.4	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange (Phase 1)	Oct 04	Jul 03	Jul 03	0	
Maintenance Facility	Mar 02	Jun 02	Sep 02	+3	A
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES

ACTION

A The forecast later completion reflects the contractor's rate of progress.

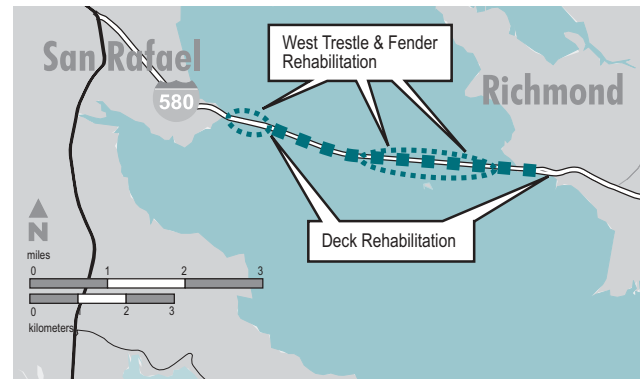
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Existing interior trestle



Temporary work trestle

Current Activities:

- On the west trestle replacement, construction continues from west to east with demolition of the interior of the existing trestles, removal of deck, and erection of a temporary work trestle between the eastbound and westbound lanes. The work is performed at night following a sequential pattern of driving the cast-in-drilled-hole (CIDH) pile shells, drilling out of the shells, installing rebar cages, and pouring concrete. Interior trestle demolition is currently at Bent 11 with drilling out and placing concrete in the pile shells at Bent 8. Installation of the low overhead 66 inch diameter CIDH piles and moving the upper level of traffic to Stage II for exterior trestle pile work are pending.

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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.7	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.1	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.1	
Project Total (a)	98.9	88.8	88.8	0.0	0.9	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Rehabilitation	Sep 06	Sep 06	Jul 07	+10	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

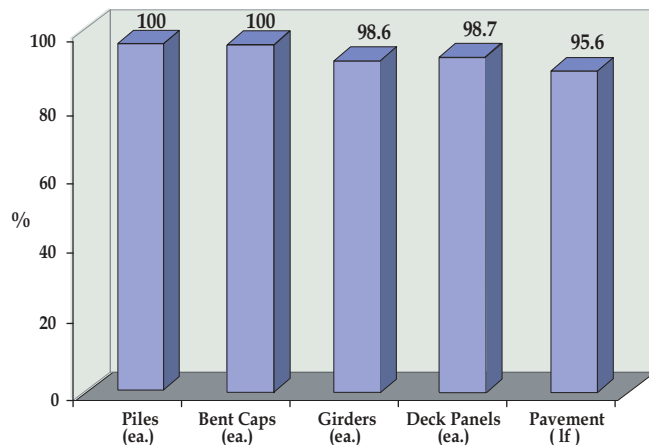
- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza

- Improvements to the Hayward Shoreline Interpretive Center



Mini Toll Plaza and walkway

Project Construction Progress and Photos



Construction Progress – Percent Complete (as of 6/19/02)



Trestle approaching the highrise

Current Activities:

- On the bridge widening contract, concurrent pile driving, bent cap construction, concrete bridge decking and cast in-place concrete barrier rail installation continue. 23,756 feet of paved bridge deck (of 24,837 feet total) is in place. The temporary construction trestle has reached the high rise portion of the bridge. All piles have been driven and all girders have been placed; the final concrete pour will occur in early September.
- On the mini toll plaza contract, electrical installation and interior finish work continue. The precast walkway sections are complete. Fabrication and installation of the metal walkway canopy is complete with glass installation in process. Construction is expected to be complete by mid October
- To facilitate construction of the new mini-toll plaza, tollbooth #8 has remained closed.
- On the pedestrian overcrossing contract, concrete placement operations are complete for the abutment and approach ramps. Falsework is being removed over State Route 92. Sound wall architectural panels, handrail and fencing installation continue. The contractor is projecting an end of September completion.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	114.2	
Widen Roadway	29.2	26.1	26.1	0.0	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	4.3	
Other Budgeted Capital	8.9	8.6	8.6	0.0	1.9	
Capital Outlay Support	15.5	31.6	31.6	0.0	27.4	A
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	14.6	14.6	0.0		
Subtotal	203.6	217.5	217.5	0.0	173.6	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	173.6	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	B
Construct Mini Toll Plaza	Nov 02	Nov 02	Oct 02	-1	C
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Oct 02	-2	B
NOTES			ACTION		

A Caltrans has reported that additional support funding will be necessary for the project to cover higher than anticipated consultant costs.

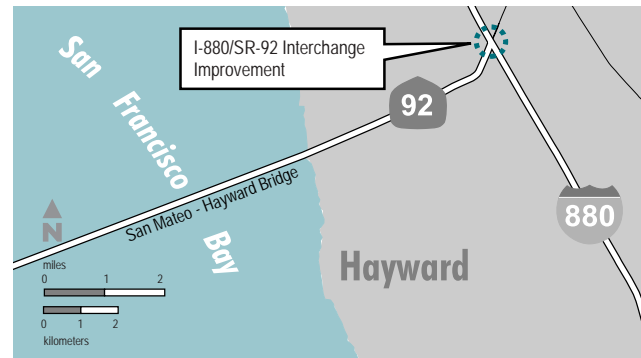
BATA will evaluate the Caltrans request.

B The new trestle is forecast to be opened to westbound traffic in October. Construction work will continue on the existing trestle through February 2003 to add an additional eastbound lane.

C The forecast earlier completion reflects the contractor's rate of progress.

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- A public hearing was held on July 24, 2002 in Hayward to discuss the Supplement to the Draft Environmental Impact Statement. Caltrans held a meeting on August 7, 2002 with the Environmental Protection Agency to address its concerns with the project. The public comment period ended on August 27, 2002. Caltrans is preparing responses to the comments.
- Caltrans is currently reviewing the project schedule. Due to environmental delays and extensive right-of-way activities, the project completion date is forecast to be delayed 30 months, even with preliminary engineering continuing. The latest forecast is a construction completion of June 2009.
- A Caltrans consultant completed a review of the project plans, schedule and estimate for constructibility and reasonableness.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	94.4	94.4	0.0	0.0	A
Capital Outlay Support	20.8	24.1	24.1	0.0	9.2	A
Capital ROW	8.0	0.1	0.1	0.0	0.0	A
Non-BATA Funding	0.0	10.0	10.0	0.0		
Project (BATA) Contingency	25.1	5.7	5.7	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	9.3	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Jun 09	+30	B
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Jun 09	+30	B

NOTES	ACTION
A. A preliminary revised Caltrans estimate for the project is higher than the current budget.	Caltrans has procured consultant services to review the estimate and schedule.
B. Caltrans is currently updating the project schedule to reflect the current forecast.	As above.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Soil stabilization



Grading between Marsh and Willow, looking west

Current Activities:

- On the Bayfront Expressway (SR-84) widening contract, shoulder and median widening of the westbound lanes is complete between University Ave. and the bridge. Work has begun on the eastbound shoulder.
- K-rail is in place along eastbound SR-84 between Willow Road and the bridge; excavation and placement of lightweight fill is in progress.
- Between Willow and Marsh Roads, excavation, soil stabilization and drainage installation are in progress along the west side of the expressway, and excavation and soil stabilization are in progress on the east side.
- Removal of concrete rubble is complete in the Ravenswood Triangle between Willow Road and University Ave. Indian artifacts were found at this site and work was suspended for an archeological dig which will continue through early September. This site is being restored as a wetland with the creation of mounds and ponds.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Aug 2002)	Current Forecast (Aug 2002)	Variance	Expended to Date (7/98 - 07/02)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.6	26.6	0.0	5.1	
Capital Outlay Support	4.4	5.7	5.7	0.0	4.5	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project (BATA) Contingency	3.3	1.3	1.3	0.0		
Subtotal	33.8	33.8	33.8	0.0	9.8	
Project Total (a)	37.6	37.6	37.6	0.0	13.5	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (Aug 2002)	Variance	Notes
<u>Construction Contract Completion</u>					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Apr 04	Oct 03	-6	A
<u>Project</u>					
New Facility Open to Traffic	Mar 03	Apr 04	Oct 03	-6	

NOTES

ACTION

A The forecast earlier completion reflects the contractor's schedule.

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR AUGUST 2002
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Bridge 04-006034	17.1	ID Badges - Badges, Data Base & Signs	C	13.9	
	26	Delete Pier 4/5 Overream & Fill	C	(57.7)	
	31.3	Test & Continue Construction of N.A. System	C	300.0	
	37	Delete Fractured Rib Texture at Pier #5	C	(2.20)	
Subtotal				254.0	
Toll Plaza 04-006044		No Approved Change Orders for August 2002			
Subtotal					
Marina Vista Interchange 04-006054		Contract Awarded on August 13, 2002			
Subtotal					
I-680/I-780 Interchange 04-006064	10	Additional Reinforcement of Wing Walls	C	5.4	
	14	Resalvage/Reconstruct Fence at Toll Plaza	C	11.2	
	15	Clean Existing Drain Inlets	C	20.0	
	16	Drainage System #17 and #11	S	20.0	
	17	Sanitary Sewer Line Relocation	C	57.6	
	18	Modify Drainage System 21	C	14.5	
	19	Abandon Utility Tunnel	C	25.9	
	20	Unsuitable Material	C	25.0	
	27	Aerial Photography	S	25.0	
	32	NB 680 Slide Repair	C	50.0	
Subtotal				254.6	
South Approach 04-006094		Contract is complete.			
Totals for August 2002³				508.6	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR AUGUST 2002
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	77	T2 Fender Redesign – Pile #76	C	24.5	
	78	Switch Power Supply to New Substation	C	2.6	
Subtotal				27.1	
South Approach and Crockett Interchange 04-013054	90S1	More VDR/Kendall Excavation Mitigation	C	47.0	
	93	Revise PCCP Limits in the Median	C	(114.1)	
Subtotal				(67.1)	
Maintenance Facility 04-013084		No Approved Change Orders for August 2002			
Subtotal				0.0	
Totals for August 2002³				(40.0)	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR AUGUST 2002
SAN MATEO-HAYWARD BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014		No Approved Change Orders for August 2002			
Subtotal					
Mini-Toll Plaza 04-045024		No Approved Change Orders for August 2002			
Subtotal					
Pedestrian Overcrossing 04-045044	11	Contra Flow Traffic Handling	C	(4.0)	
Subtotal				(4.0)	
Widen Roadway 04-045034		Contract is complete.			
Totals for August 2002³				(4.0)	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

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APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
	EA Number	Baseline Budget Jun-00	Current Budget Aug-02	Current Forecast Aug-02	Net Change	Expended ¹ to Date (7/98 – 07/02)
Northern Bridge Group						
<i>Project 2003 – New Benicia-Martinez Bridge</i>						
South Approach						
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.6
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.9
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.3
Total South Approach		16.5	18.8	18.8	0.0	17.8
New Bridge						
Capital Outlay Support	00603x	31.9	36.0	36.0	0.0	19.3
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.8
Capital Outlay	006034	247.3	307.5	307.5	0.0	55.4
Non-BATA Funding		0.0	10.1	10.1	0.0	1.0
Total New Bridge		283.3	356.1	356.1	0.0	76.6
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	5.8
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	21.4	21.4	0.0	0.8
Total Toll Plaza & Admin.		29.1	31.7	31.7	0.0	6.5
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	8.6
Capital Right of Way	006059	7.4	2.5	2.5	0.0	1.6
Capital Outlay	006054	43.2	51.3	45.4	-5.9	0.0
Total I-680/MV I/C		61.4	69.5	63.6	-5.9	10.2
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	13.2
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.2
Capital Outlay	006064	80.8	54.7	54.7	0.0	11.2
Non-BATA Funding		0.0	20.9	20.9	0.0	
Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	25.7

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Aug-02	Current Forecast Aug-02	Net Change	Expended to Date (7/98 – 07/02)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	1.6	
Capital Right of Way		0.9	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.4	37.4	0.0	3.2	
Total Capital Outlay Support		78.2	99.1	99.1	0.0	52.0	
Total Capital Right of Way		21.1	14.4	14.4	0.0	11.6	
Total Capital Outlay		428.2	472.0	466.1	-5.9	75.4	
Non-BATA Funding		0.0	31.0	31.0	0.0	1.1	
Project Contingency (BATA)		58.4	36.3	42.2	+5.9		
Total New Benicia-Martinez Bridge		586.0	652.8	652.8	0.0	140.0	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	58.4	58.4	0.0	41.5	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	239.2	239.2	0.0	164.2	
Total Replacement Bridge & N. Approach		234.4	300.6	300.6	0.0	209.0	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	20.1	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.8	
Capital Outlay	013054	116.0	73.9	73.9	0.0	30.9	
Total South Approach & I/C		143.7	111.3	111.3	0.0	55.8	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	4.1	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	7.1	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	12.5	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.7	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	20.1	20.1	0.0	0.7	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Aug-02	Current Forecast Aug-02	Net Change	Expended to Date (7/98 – 07/02)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	3.1	3.1	0.0	1.2	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	11.5	11.5	0.0	6.1	
Total Other Budgeted Capital		11.2	16.1	16.1	0.0	7.3	
Total Capital Outlay Support		43.7	102.9	102.9	0.0	67.5	
Total Capital Right of Way		9.6	11.1	11.1	0.0	9.5	
Total Capital Outlay		363.3	348.7	348.7	0.0	208.4	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	285.4	
Project 4003 - Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 - Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.1	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Rehab		53.4	53.4	53.4	0.0	0.1	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	1227.2	0.0	428.7	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Aug-02	Current Forecast Aug-02	Net Change	Expended to Date (7/98 – 07/02)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	14.8	14.8	0.0	15.1	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	114.2	
Total Widen Trestle		132.7	143.7	143.7	0.0	129.3	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	7.4	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.4	
Total Widen Roadway		34.5	32.1	32.1	0.0	32.8	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	1.9	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	4.3	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	6.2	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.0	7.0	0.0	3.0	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	1.9	
Total Other Budgeted Capital		11.0	17.1	17.1	0.0	5.4	
Total Capital Outlay Support		15.5	31.6	31.6	0.0	27.4	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.8	169.8	0.0	145.8	
Project (BATA) Contingency		19.3	14.6	14.6	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	173.6	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Aug-02	Current Forecast Aug-02	Net Change	Expended to Date (7/98 – 07/02)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	24.1	0.0	9.2	
Capital Right of Way	233179	8.0	0.1	0.1	0.0	0.0	
Capital Outlay	233174	70.3	94.4	94.4	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	5.7	5.7	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	9.3	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	5.7	5.7	0.0	4.5	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.6	26.6	0.0	5.1	
Project (BATA) Contingency		3.3	1.3	1.3	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	9.8	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	13.5	
Total Southern Bridge Group		365.7	389.6	389.6	0.0	196.3	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.